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PRIVATE RESIDENTS AT THE
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with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 1st October, 1908. [a40-1]

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a647]

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FIRST-CLASS CUISINE.

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Situated in close proximity to the Harbour and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every 1/2 hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 9th May, 1907. [a34]

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QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO
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WATKINS, LIMITED,

CHEMISTS AND DRUGGISTS,
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TENNIS SHIRTS.

\$3.75 EACH 6 FOR \$21.

"COTELLA" TENNIS SHIRTS.

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TENNIS BOOTS & SHOES.

\$5.00 TO \$12 PER PAIR.

WHITE FELT TENNIS HATS.

AYRES AND SLAZENGERS

1909 TENNIS BALLS.

LANE, CRAWFORD & CO.

Hongkong, 8th March, 1909. [a33]

TRADE

The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to



"WHITE HORSE" To HIS MAJESTY
THE KING.
By Royal
Appointment.

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MACKIE & CO. DISTILLERS LTD.
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ESTAB. 1742.
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\$15 PER DOZ.

NOTE.—Any persons proved guilty of refilling our empty bottles with inferior Whisky
will be refused supplies.

[a34]

COLD STORAGE.

[a35]

THE HONGKONG ICE COMPANY, LTD.,
have now 43,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily. Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1906. [a48]

GUINNESS'S STOUT

AND

BASS & CO.'S PALE ALE,

"HORSE HEAD" BRAND.

IN QUARTS, PINTS AND SPLITS.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

Hongkong, 4th March, 1909. [a35]

C. LAZARUS & COMPANY,

60 AND 61, BENTINCK STREET,

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BILLIARD TABLE MANUFACTURERS.

THE STANDARD INDIAN BILLIARD TABLE,

Complete with all Accessories for Billiards and packed for Shipment,

Rs 1.460.

C. LAZARUS & CO. CALCUTTA.

[a36]

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THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & CO.

Hongkong, 13th August 1906. [a28]

NORTH BRITISH AND MERCAN
TITLE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

£16,114.624.

Authorised Capital ... £3,000,000
Subscribed Capital ... 2,750,000
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II. Fire Funds 3,065,374 15 7

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Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
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Hongkong, 21st July, 1908. [a19]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [a15]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [a27]

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DEVELOPING AND PRINTING

SPECIALITY.

A TACK & CO.

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 12th March, 1909. [a37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
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Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [a448]

COLD STORAGE.

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THE HONGKONG ICE COMPANY, LTD.,

have now 43,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily. Sunday
excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1906. [a48]

W.M. SCHMIDT & CO.

Hongkong, 26th October, 1906. [a445]

NEW CARTRIDGES.

H.

BY popular English Manufacturers. In

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SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at 86. 57 and

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VIN BRUT AND VERY DRY.

PER CASE 1 DOZ. QUARTS.
PRICE - - - - \$52.00

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PRICE - - - - \$54.00

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DE ST. MARCEAUX & Co.,
is the most Popular Wine in England
and Europe To-day and invariably figures
on the Menus of Banquets, Dinners, and
Suppers given by Reigning Monarchs,
Ministers of State, Merchant Guilds,
Sporting Clubs, &c., &c.

SOLE AGENTS—

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909. [29]

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Only communications relating to the news
should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.No anonymously signed communications that
have already appeared in other papers will be
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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 16TH 1909.

We doubt whether the Naval Programme for the ensuing year which was laid before the Imperial Parliament last Friday comes up to the expectations entertained in Naval circles at Home. Only four capital ships are to be laid down in the coming year whereas six, at least, were hoped for. The argument for six was that Germany is laying down four this year and the United States two, so that if the British Estimates made provision for only six battleships the result would necessarily be no more than a maintenance of the existing situation. Mr. Asquith promised something more than the actual two-Power standard; he promised a margin of 10 per cent superiority, and this is regarded in Naval circles as an integral part of the two-Power standard. Consequently the Government programme is likely to be condemned as inadequate, for it does not keep pace in capital ships with what Germany is doing. Germany is to go on systematically laying down four ships a year in the next few years, and as we have had President Taft declaring himself in favour of a big navy the probability is suggested that the United States may not be satisfied to build in future at the comparatively modest rate of two ships a year. In calculating what programme is necessary if Great Britain is to maintain the two-Power standard, we think it was the Naval correspondent of the Times who was recently insisting that consideration must be given to the fact that our present naval superiority depends in

great measure on the inclusion of a large proportion of elderly ships in the list, and that weeding out must begin. For Great Britain sooner than for either of her competitors, and would have to be carried out "more thoroughly" than has been the case heretofore. This writer therefore found it difficult to believe that even six ships a year would suffice to maintain a bare equality in the near future.

The Navy Estimates for the coming year, as they have been presented to Parliament show an increase of £2,823,200 on the Estimates of last year, and less than half that sum represents the increase in new construction. Though the total of the Estimates is higher than it has ever been before, it only exceeds the gross estimate for 1905-1906 by about £70,000. The actual expenditure, however, in that year was not more than £33,151,841 and since then there has been steady reduction until last year when the net estimate of £32,319,500 was £900,000 in excess of that of the previous year. Regarded as a premium for insurance on the mercantile shipping of the Empire, the naval expenditure of Great Britain has been calculated to be less than 3 per cent, which is much below the cost to any other Power. The gross tonnage of the Mercantile Marine of the British Empire totals about 18,000,000 tons, which carries the annual value of nearly £1,500,000,000. The latest statistics we have at hand, those for 1906-7, show that other nations spend as follows (in millions of £):—U.S. A. 25.1 to protect 4,241,600 tons of mercantile shipping; Japan 5.2 for 1,000,000 tons; Russia 12.4 for 913,133 tons; Germany 11.4 for 3,810,353 tons; and France 12.8 for 1,741,195 tons. From figures such as these the British taxpayer may derive much satisfaction, and they reconcile him to the additional burden which the maintenance of a two-Power standard involves. How the additional revenue for naval and other purposes is to be obtained we shall very soon learn. The Chancellor of the Exchequer has already told the House that he does not contemplate adding to existing burdens on the industries of the nation, and there is possibly something in the rumour that he meditates the taxation of race courses. But that, we imagine, will not go a very long way towards meeting the largest defect that any British Chancellor of the Exchequer has had to meet in a time of peace.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

Mr. H. Ruttonson prosecuted a coolie for stealing a pound of butter and a number of eggs from his store at Kowloon. The defendant was proved guilty, and Mr. J. R. Wood sent him to jail for one month.

A Japanese seaman from the s.s. *Totomi Maru* appeared before Mr. J. H. Kemp at the Magistracy yesterday on charges of being drunk and disorderly, and damaging property in Graham Street to the extent of \$3. He was fined \$7, and ordered to pay \$3 compensation.

Their Excellencies Sir John Jordan, British Minister, and the Hon. W. W. Rockhill, American Minister, are reported to have been appointed as special Ambassadors to represent their respective countries at the funeral of their late Majesties, the Emperor and Empress Dowager.

The return of visitors to the City Hall Library and Museum for the week ending the 14th March, 1909, shows that of non-Chinese there were 408 to the Library and 195 to the Museum and of Chinese 211 to the former and 2,831 to the latter. The Library was, therefore, used by 619 persons and the Museum by 3,026.

The Chinese are apparently satisfied that Mr. Lau Chu Pak has consented to remain on the Sanitary Board. At the meeting of the Chinese Sub-Committee in connection with the University, speeches were made congratulating Mr. Lau and expressing the hope that the other Chinese member to be appointed to the Sanitary Board would be as energetic and as far-minded.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

The Asiatic Petroleum Co. \$50
W. Pringle Jr. 10
J. Briona 10
J. R. Wood, Esq. 5

Our Macao correspondent writes that business at that port is in a deplorable state, and in effect of it is seen in the cessation of the Chinese lottery known as *pa piu*. The monopolists have broken their contract and forfeited the security they had lodged with the Government. Those who run the big lottery—known among foreigners as the Macao lottery—are also reported to have been losing heavily, and this source of revenue to the Government is consequently likely to dry up too. Another uncertain source of revenue in the immediate future is the rental derived from Opium farm. Macao residents are anxious to know where the Government is to get the money to meet ordinary expenditure, to say nothing of the great improvement schemes we have been hearing about lately.

Judge Thayer, the new Judge of the United States Court for China, re-opened the Court on the 10th inst. Mr. Jernigan, as Doyen of the American Bar, extended to His Honour a cordial welcome which the Judge acknowledged in a speech in which he said he assumed his position as Judge of the Court with a great deal of concern. The Court was unique in its position and in its character. In connexion with the exercise of its functions, it must meet and solve a large number of difficult questions, due to the state of the law available to it as an extraterritorial Court. These difficulties appeared very large to one who was newly introduced to the U.S. Court for China, and who had suddenly imposed upon him the duty of presiding over the Court. In the nature of things he felt that he would make many errors, and he would frequently have to make large drafts upon the indulgence of the members of this Bar, whose assistance and support would be of great value, especially in the early days of his service. The welcome he had received both in Court that day and since his arrival encouraged him to believe that he was to receive such support and aid, and in that lay his hope of a fair measure of success.

During the week ended Saturday there were four cases of plague (one fatal) one case of diphtheria, and three cases of smallpox all Chinese.

Maj. H. C. Moultrie, Royal Garrison Artillery, formerly adjutant of the Hongkong Singapore Batt., has on promotion been appointed to the 21st Company at Leith.

Mr. W. P. Kerr has been transferred from the post of acting British Consul-General at Tientsin to be British Commercial Attaché to the British Legation, Peking.

For cutting the pocket of a Chinese gentleman and stealing thirty cents, Mr. J. H. Kemp yesterday sentenced a coolie to six months' imprisonment with hard labour and four hours' stocks.

The announcement of the engagement of Mr. C. H. Lauru of the I.M.C. to Miss Bredon, the only daughter of the Acting Inspector General, which was made in one Tientsin newspaper and reproduced in others, is contradicted.

For disobeying the lawful order of the Harbour Master by lying off Blake Pier after having been warned, the masters of two launches were fined \$6 each by Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday.

An extraordinary general meeting of the Japan Steel Works was held on March 1 at the Tokyo branch. Two important resolutions were passed: (1) The share capital to be increased by 5,000,000 yen; and (2) a foreign loan of £1,500,000 to be issued.

The following officers have been specially selected to proceed to Japan to study the language of the country, in order to qualify as interpreters: Capt. G. N. Wyatt, R.A. Capt. J. E. H. Cockburn, R.O.A., Lieut. R. A. Reddie, 16th (Queen's) Lancers, and Lieut. J. L. Hutton, 2nd Battalion Royal Sussex Regiment.

A telegraphic summary of the Governor's Memorandum on the Opium Question which appears in a Shanghai contemporary does His Excellency and the Colony a grave injustice when it represents His Excellency as affirming that the divans "enjoyed the freedom of immorality, and that the abolition of the divans was likely to extend rather than curtail the habit." His Excellency's assertion was that the divans enjoyed freedom from immorality.

It has been reported in Canton that the Japanese have seized one of two small islands belonging to China which lie between the Kwantung province and the Pescadores. It is alleged that the Japanese have hoisted their flag there and that they have also pulled down an old Chinese temple.

The Viceroy of Canton has despatched two Chinese gunboats to the place.

ALLEGED JAPANESE SEIZURE OF A CHINESE ISLAND.

It has been reported in Canton that the

TELEGRAMS.

Protected by the Telegraphic Message

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[DAILY PRESS EXCLUSIVE SERVICE.]

EARTHQUAKE IN JAPAN.

TOKYO, March 15th.

A succession of slight tremors culminated in a severe earthquake shock on Saturday night.

The shock is described as the most severe since 1895.

The damage done in Yokohama and Tokyo is small, but general.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."] [29]

CENTRAL AMERICAN AFFAIRS.

LONDON, March 15th.

Owing to continued arming in Central America, despite the Washington Peace Compact, the United States has intimated that it desires a conference with Mexico.

The latter Power has declared it self ready to intervene to preserve peace, and to co-operate in any action to that end which may be suggested.

The United States are sending warships, with the consent of Mexico, to Havana, which will be utilised as a base of operations.

AN AFFLUENT TREASURY.

LONDON, March 15th.

The House of Representatives at Washington has agreed to the suspension of the export tax on cigars, cigarettes, tobacco and sugar at the President's discretion, owing to the affluence of the Treasury.

PROPOSED INTERNATIONAL LOAN FOR CHINA.

LONDON, March 15th.

The "Standard's" Paris correspondent states that a meeting of English, French and German Bankers was held in the French capital on Saturday to discuss a proposed international loan to China.

The result of the conference was indecisive. Apparently there were differences of opinion on the subject of the efficiency of the control to be exercised over the employment of the money.

BUILDING AEROPLANES IN ENGLAND.

LONDON, March 15th.

The brothers Wright have entrusted an English firm with an order for the construction of six aeroplanes.

A factory is being built at Shepperton to turn out one a fortnight.

[FROM THE "CHUNG HOOI SAN PO."] [29]

PROPOSED CHINESE-GERMAN ALLIANCE.

PEKING, March 15th.

The Board of Foreign Affairs has been approached by the German Minister, who has suggested a Chinese-German Alliance.

THE MACAO BOUNDARY.

The natives of Macao are preparing a

reception for the Chinese Commissioner, His

Excellency Kao Ehr Kien, who has been ap-

pointed by the Chinese Government for the

delimitation of the Macao boundary. Taotai Woo,

one of the secretaries of the Viceroy of the Two

Kwang provinces, is at present in Hongkong

waiting the arrival of the Commissioner, who is

visiting Shanghai before proceeding to the

scene of his duties.

The serious question of the delimitation of

the Portuguese territory in Southern China,

which has for long interfered with the good

relations between the two countries, has

been the cause of several incidents, has just

been successfully settled, says a Lisbon dispatch.

The negotiations were begun to this end in

1887, but up to the present without result.

THE VISITING SQUADRON.

RECEPTION COMMITTEE'S ARRANGEMENTS.

The officers and men of the Philippine Squadron are settling down to enjoy shore leave. The tarts are very conspicuous in the streets of the city. Many of them are seen on bicycles and numbers patronise *risshas* or "rags" as they term them, to the enrichment of the coolies.

At night the visiting officers were entertained to dinner by Admiral Sir Hedworth Lambton on his flagship the *King Alfred*.

The following gentlemen have been nominated to form a Reception Committee to organise the public entertainment to the visiting squadron: Mr. Paul Chater, Kt., C.M.G., Hon. Mr. E. A. Hewett, Hon. Mr. W. J. Gresson, Hon. Mr. H. A. W. Slade, Hon. Mr. H. E. Pollock, K.C., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wei Yuk, C.M.G., Messrs. M. Stewart, J. R. M. Smith, D. R. Law, E. Shollom, C. S. Gabby, R. Shaw, A. Babington, E. Ormiston, H. P. White, T. F. Hough, W. Dixon, E. G. Barrett, H. N. Mody, H. E. Tomkins.

The programme drawn up by the Local Entertainment Committee, and approved by Rear-Admiral Harber is as follows:—

March 15.—Opening of Baseball Tournament for teams from the ships, for a Cup given by the Entertainment Fund.—Dinner to the officers by Admiral Lambton on board H.M.S. *King Alfred*.

March 16.—Dinner to the officers by His Excellency Sir F. Lugard, at Government House.

March 17.—Dinner to the officers at the Hongkong Club.

March 20.—Regatta at which there will be a race, and prize, for boats from the Fleet.—Boxing at the City Hall in the evening.

March 23.—Final Match of the Baseball Tournament.

March 24.—Launch at race-course to men of the Fleet, followed by sports.

March 25.—Lunch and Sports.—Military tattoo on the Cricket Ground, and supper and dance at the Hongkong Club.

A ROGUE AND VAGABOND.

VICTIMISES EUROPEANS.

A native named Wong Fuk was charged by Inspector Langley before Mr. J. R. Wood at the Magistracy yesterday with being a rogue and a vagabond. The defendant has been lately touring Kowloon with an appeal for alms, and at nearly every house he called something was subsequently found to have been stolen. The defendant apparently watched until male residents left their houses, and then presented his petition to the "boy," requesting him to hand it to

SHIPPING NOTES.

The str. *Hanping*, which was sunk last year after colliding with H.M.S. *Flora*, off the Bund, Shanghai and afterwards raised and repaired by the Shanghai Dock and Engineering Co., made a trial trip last week which proved in every way a great success.

An account of the mishap to the *Kutsang* related to a representative of the *Shanghai Times* by Mr. T. Rutherford of Hongkong, who was a passenger says:—Just as day was dawning on Thursday the 4th inst. the *Kutsang* was at the entrance of the Huanan Straits and at 4.30 o'clock she struck on a submerged rock, which is said to be uncharted. It was close to Chin Island. The shock was so slight that none of the passengers and few of the officers, I believe, felt it. The Captain and Chief Officer were then on the bridge, I believe, and there was absolutely no panic. When it was found that the ship had struck, the officers and engineers went to their respective posts to prepare for eventualities and the boats were made ready for launching. An investigation showed that the *Kutsang* was making water in the No. 1 and 2 forehulls, where a cargo of opium, hemp and molasses was stowed away, and on this being ascertained Captain Bradley decided to beach the vessel for safety. The ship was headed towards shore and after an hour's steaming she was grounded. At this time the fore part of the vessel had settled down considerably, the holds being awash. The sea was still choppy, but no danger was anticipated and we settled down to wait for relief. By 9.30 smoke could be discerned on the horizon and glasses were promptly levelled upon it. After some little time the incoming steamer was made out; it was the *Paoing*, Captain W. D. Kay. She came quite close to us and then anchored and we were taken across in boats. The European passengers were taken off first and the Chinese and Indian passengers afterwards. The choppy water made the trip from the *Kutsang* to the *Paoing* somewhat exciting but we were soon safely put on board the latter steamer and at about 11.30 we left for Shanghai.

The O. and O. steamer *Asia*, which has been seen in the waters of the Colony for years, has now changed ownership, passing into the possession of the Pacific Mail. An American newspaper, reporting the occurrence, states that the *Asia*'s smoke-stack, hitherto a yacht-like yellow, has been painted black, and all the gay and festive touches of colour about the upper works that distinguished the ships of the O. and O. line have disappeared and the *Asia* is as close a copy of the other Pacific Mail steamers as paint will make her. The *Asia* has been under Pacific Mail management for some time, but the O. and O. company had at least a theoretical existence until the flag came down.

The Occidental and Oriental steamship company was organized in 1872 by the Central Pacific railroad to operate in opposition to the Pacific Mail Company. A combination was effected later on and a joint schedule was arranged in which the Toyo Kisen Kaisha later joined. The O. and O. company operated steamers chartered from the White Star line and under the management of the late D. D. Stubbs the O. and O. ships won the favour of the travelling public, and to this day the "regulars" among trans-Pacific travellers regret the passing of the old regime. The building of the big liners *Siberia*, *Korea*, *Manchuria* and *Mongolia* enabled the Harriman interests to dispense with the use of chartered ships, and one by one the White Star liners "went home," all but the *Doric* and *Coptic*, which were bought by the Harriman interests and renamed *Asia* and *Persia*, respectively. The *Persia* is laid up at Hongkong. The *Asia*, is now an intermediate passenger ship with nothing to recall the old days but the British flag, which still floats over the stern.

The Liverpool *Journal of Commerce* says:—The Canadian Pacific Railway Company has decided to grant sailors and firemen in its service a pension amounting practically to full pay. For some time the company has had in operation a pension system whereby all shore and sea-faring officials and office staffs enjoy a long service pension. We are authorised to state that the company has decided to extend this system to sailors and firemen without calling upon the men for contribution. The conditions are that any sailor or fireman who joins the company's service while under the age of 40 and remains until he is 65 shall be entitled at that age to a pension of £2 2s. 2d. per month for the balance of his life. Should any of the company's ships be laid up, temporary service in other vessels, undertaken with official sanction, will count as qualifying time.

The annual report of the North of England Protecting and Indemnity Association, contains reference to dangerous cargoes and the rights and responsibilities of shipowners. The report says that a steamer entered in the association was employed carrying from New York to Sydney cases containing drums of carbide of calcium, which, when stowed in the hold, were ready to sail, were stowed in the hold and well-deck aft. The captain states that these cases were marked "dangerous if not kept dry," but he was not aware whether danger was to be apprehended from poisonous gases, fire, or explosion. He, therefore, jettisoned the cases for the safety of the ship, cargo, and crew during bad weather, as they were becoming wet. Action was commenced against the captain in Australia, and he was held responsible on the ground that there was not sufficient cause to justify his throwing these cases overboard. The report states that the question of what does or does not constitute lawful merchandise very frequently

arises, as many charterers seem to consider that they have a perfect right to use a steamer, which have taken on charter for any purpose, including the carriage of cargo which they know very well they would have had to pay much greater freight for, if they had first declared their intentions to the shipowner.

An interesting experience in wireless telegraphy which fell to the lot of the captain of the North German Lloyd liner *Kronprinzessin Cecilie* is reported. On the voyage of this steamer from Bremen to Southampton, when off the North Hinder light on the night of February 2, the ship was in communication Marconi with the Cunard steamer *Cronaca*, which was then in the Mediterranean, the distance being about 837 miles and the position of the *Cronaca* about 20 miles south of Capri.

The writer of *Marine Insurance* notes in the *Times* says:—Every breathing space allowed from fresh casualties must be welcome, for the market is badly in need of a rest. Yet there are those who see in a momentary absence of exceptional loss the possible removal of the most potent influence in assisting the upward movement of rates. It speaks wonders for the strength of the market and the competition there is that it was only the incidence of huge losses in the autumn that made practicable any agreement, and it should be remembered that, whatever the experience of the current year, unusually heavy settlements must continue until the 1907 and 1908 accounts are finally closed. At a company meeting a few days ago a shareholder remarked that in 42 years' experience of marine underwriting the last year or two was the worst period he remembered; with the best will in the world and the most favourable conditions, the market must expect after such a severe strain a long convalescence.

The *Mantua*, the last of the three new 11,000-ton mail steamers which the P. and O. Company are building for their Australian mail service, was to be launched last month. She is expected to arrive in London in April, and is scheduled to leave the Thames on her maiden trip to the Commonwealth on July 16. Her predecessors, the *Morea* and the *Malva*, have already entered on their careers. What with these three P. and O. mail boats and the five which the Orient Line is adding to its fleet, the year will witness the departure from London in the course of a twelvemonth of eight of the finest passenger steamers ever engaged in the Australian trade.

German steamship companies, by reason of their very extensive shipbuilding commitments, have in many cases felt the pinch of hard times more severely than their British competitors. A case in point is afforded by the Kosmos Company, of Hamburg, whose business lies chiefly with the West Coast of South America. For the year 1906 it paid a dividend of 14 per cent.

The following year, on an increased capital, it distributed 9 per cent. For 1908 it is understood to be contemplating a dividend of 5 per cent. It had the annoying experience of having to lay up some of its ships, while forced to go on making provision for the payment of new vessels, which it did not want, as things turned out. This experience, it may be added, has been by no means unique in the case of German companies.

We recently published telegraphic information that the Ocean & All Subsidy Bill had been defeated in the American Congress by the Washington representatives. American exchanges to hand contain articles written in favour of the measure and report meetings held for its support. Great concern is manifested at the decline of the American marine, and the argument for the measure was pitifully stated by the president elect in his address accepting the republican nomination. Judge Taft said: The only respect in which nothing has been done is in the development of our foreign marine. As long as we uphold the system of protection for our home industries we must recognize that it is applicable to assist those of our citizens engaged in the foreign shipping business, because there is no feasible means of excluding foreign competition, and that the only other method of building up such a business is by direct aid in the form of a mail subsidy.

I am in favour of the bill considered in the last congress as a tentative step. The establishment of direct steamship lines between our Atlantic ports and South America would certainly do much to develop a trade that might be made far greater. On the Pacific the whole shipping trade threatens to pass into control of Japan. Something ought to be done, and the bill which failed was a step in the right direction.

LATEST STEAMER MOVEMENTS.

The Indo-China str. *Laiyang* left *Alvarts* for this port via the Straits the 12th instant, and may be expected here on or about the 28th inst.

The str. *Monmouthshire* left Singapore on the 14th instant at 7 a.m. and may be expected here on Friday next.

The E. & A. str. *Eastern* left Sydney on the 13th instant for Manila and this port (via Queensland Port's and Port Darwin).

The C.P.R. str. *Glenfarg* arrived Kobe at 10 a.m. on Saturday the 13th inst. and left again at 2 a.m. Sunday via Nagasaki for Shanghai where she is due to arrive at 4 a.m. on the 17th inst.

The I.G.M. str. *Prinzess Alix* which left here on Wednesday the 10th instant at noon, arrived at Singapore on the 15th inst. at 6 a.m. The Ben Linn str. *Bendoran* from Middlesex-*Antwerp* and London, left Singapore on the 15th instant for this port.

The I.G.M. str. *Geben* carrying the German Mails with dates from Berlin of the 24th inst., left Colombo on the 14th inst. p.m., and may be expected here on or about Thursday, the 25th inst.

The Bank Line str. *Kumerie* arrived at Yokohama on the 15th instant.

THE TYPHOON OF 1908.

A SHIPPING CLAIM BY THE HAMBURG-AMERICAN LINE.

Before Mr. Justice Barrgrave Deane, sitting with two of the Elder Brothers of the Trinity House in the Admiralty Division of the High Court of London last month an action was brought by the Hamburg-American Line, owners of the steamship *Vandalia*, against the owners of the steamship *Cronley* and her freight to recover the amount of the damage sustained by reason of a collision between the vessels in Kowloon Bay, Hongkong, shortly after midnight on June 26th, 1908.

According to the statement of claim, the *Vandalia*, a screw steamship of 4,250 gross tons register, loaded with cargo, was lying in Kowloon Bay in a good berth with both anchors out, and with steam up, heading in a north-east direction. The wind was about north-east, force about 11, the weather was rainy, with lightning, and the current was setting slightly west. A special watch was being kept, as owing to repeated signals from the various Government stations, and owing to the indication of the weather, ships in Kowloon Bay and the neighbourhood had been thoroughly well warned that a typhoon was approaching, and the wind had begun to blow as the night drew on. Her regulation anchor lights were duly exhibited. In these circumstances those on board the *Vandalia* observed the steamship *Cronley*, about ahead, driving down close upon them. The *Vandalia*'s engines were put ahead and the helm was put hard port in order if possible to keep clear of the *Cronley* as she drove down, but the *Cronley*, which had no steam up, still drove on without doing anything as far as could be seen, and after fouling the anchor chain of the *Vandalia* she struck the stem and port bow of the *Vandalia* with her starboard bow, part, and afterwards struck the *Vandalia* along her port side, doing great damage.

According to the defence, the *Cronley*, a steel screw steamship of 4,544 gross tons register, manned by a crew of 42 hands, in consequence of signals being hoisted ashore for an approaching typhoon, had on the afternoon of the previous day for greater safety left the wharf at which she was lying under repair and had taken up a good berth in the anchorage ground whilst it was daylight, and was riding to both anchorings head to wind. The weather was overcast and very dark, a typhoon prevailing, with squalls of blinding rain and spray, and the wind was blowing with hurricane force from a north-easterly direction. The regulation electric anchor lights were burning brightly, and all hands were on deck from the time the storm commenced and keeping as good a look-out as was possible. In these circumstances those on board the *Cronley* observed, close to on their starboard side and a little abaft the fore rigging, a dark object, which proved to be the *Vandalia*, and directly afterwards the *Vandalia*, which was apparently under way, came on, and with her stem struck the starboard side of the *Cronley* just abaft the fore rigging a heavy blow. The *Vandalia* then fell alongside the *Cronley*, and, working herengines, drew partly ahead, striking the *Cronley* several further blows, and remaining in the same position for some time ranging heavily against the starboard side of the *Cronley*, which sustained serious damage, and was caused to drag her anchors. The defendants said that nothing could be done on board the *Cronley* to avoid the collision, and that, so far as they were concerned, it was due to an evitable accident, and they counter-claimed against the plaintiffs for the damage the *Cronley* had sustained, alleging, *inter alia*, that the *Vandalia*, notwithstanding the warning storm signals, neglected to proceed to an anchorage before the typhoon commenced, was improperly under way, or, alternatively, when she anchored, gave the *Cronley* a foul berth, and failed to carry proper lights.

Mr. Aspinall, K.C., Mr. Arthur Pritchard, and Mr. H. M. Robertson appeared for the plaintiffs; and Mr. Laing, K.C., and Mr. D. Stephens for the defendants. Evidence in support of the plaintiffs' case was called, and the case was adjourned.

GREAT BRITAIN AND PORTUGAL.

SPEECH BY KING MANUEL.

A banquet was given in honour of King Manuel at the British Legation at Lisbon the 17th ult. The King gave the toast of the British Royal Family and the British nation. He said:—

"I raise my glass to his Majesty King Edward, Queen Alexandra, and all the members of the British Royal Family, to which I am bound by the double tie of good will and relationship, and to the great British nation, our ancient friend and ally. This is the first occasion upon which I have visited the British Legation, or, in other words, British territory, and I am reminded of the marks of good will of which both my father and brother were the recipients at the hands of the British Royal Family and the British nation and I myself in my hours of sorrow and of joy. I drink then, to King Edward and Queen Alexandra, to the British Royal Family, and to the prosperity of the great British nation."

Sir Francis Villiers replied to the King's toast, expressing a hope for the prosperity of the Harriman interests and renamed *Asia* and *Persia*, respectively. The *Persia* is laid up at Hongkong. The *Asia*, is now an intermediate passenger ship with nothing to recall the old days but the British flag, which still floats over the stern.

The Liverpool *Journal of Commerce* says:—The Canadian Pacific Railway Company has decided to grant sailors and firemen in its service a pension amounting practically to full pay.

For some time the company has had in operation a pension system whereby all shore and sea-faring officials and office staffs enjoy a long service pension. We are authorised to state that the company has decided to extend this system to sailors and firemen without calling upon the men for contribution. The conditions are that any sailor or fireman who joins the company's service while under the age of 40 and remains until he is 65 shall be entitled at that age to a pension of £2 2s. 2d. per month for the balance of his life.

Should any of the company's ships be laid up, temporary service in other vessels, undertaken with official sanction, will count as qualifying time.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 11.55 a.m.—The barometer has risen moderately in Japan, and fallen rather quickly over China.

Another depression appears to be developing over China to the South of the Yangtze.

The anticyclonic area, which is still central over the continent to the North of the Gulf of Pechili, is spreading over the Sea of Japan.

Moderate E. winds may be expected in the Formosa Channel, and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

E. winds, fresh to moderate; fair.

Same as No. 1.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C.
5th Ed. Lieber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

ICE

WE HAVE MET THE CUT and are now Selling Ice from our Depot, Nos. 55 & 57, Des Vœux Road Central, for HALLA A CENT PER POUND.

We have the ONLY FACTORY IN HONGKONG Manufacturing Ice from DISTILLED WATER and therefore we GUARANTEE ITS PURITY.

ORIENTAL BREWERY LTD.

Hongkong, 16th March, 1909. [474]

PUBLIC AUCTION

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 17th March, 1909, at NOON, at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

THE GOODS AND CHATTELS OF THE "SHANGHAI HOTEL," Nos. 188, 189, 190 and 191, Connaught Road West.

TERMS.—As Usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 16th March, 1909. [475]

FOR SALE BY PUBLIC AUCTION,
(To Dissolve a Partnership)

On SATURDAY,
the 20th March, at 3 P.M., Opposite the
City Hall.

THE following well-known Race Ponies:

"COXCOMB,"

130, Winner of the Spring Cup, Race Club Challenge Cup and Consolidation Stake, Shanghai, 1906, Consolidation Cup Shanghai Spring Meeting, 1907, Gymkhana Cup Hongkong Races, 1908, and many Races at Hongkong Gymkhana. Ran prominently at last Race Meeting.

"EARTHQUAKE,"

123, Winner of Pugoda Cup Shanghai, 1907, Champions Amoy, 1908, Victoria Stakes Hongkong, 1908 and many Races at Hongkong Gymkhana.

Terms.—As Usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 16th March, 1909. [476]

BANK LINE LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "GYMERIC,"
FROM SEATTLE, VICTORIA, VAN-
COUVER, YOKOHAMA, MOJI
AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, 15th March, 1909. [8]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Report of the Opium Commission.
Korea's Reformation.
Paternal Government.

The Balkan Squabble.

Chinese and the Transvaal.

Abolition of Opium Divers in Hongkong.

Rondon Reflections.

Hongkong News.

Hongkong Legislative Council.

A Night of Miracles.

British and Foreign Bible Society.

Interesting Wedding:—Owen-Seth.

New Netherlands Consul for Hongkong.

Victoria British School.

Incomplete Sanitary Board.

Abounding Shroff.

Supreme Court.

Projected New Tramway to the Peak.

Restriction of Opium in Hongkong and in China.—Governor's Memorandum.

Opium Commission Resolutions.

Opium in Indo-China.

Visit of the Philippine Squadron to

Hongkong.

Collision in Hongkong Harbour.

"Fatsih" Incident.

Hongkong University.

Company Reports:

Geo. Fenwick and Company, Limited.

China Sugar Refining Company.

Luzon Sugar Refining Company.

Dai Nippon Sugar Refining Company.

Bank Dividends.

Company Meetings:

Hongkong Hotel Company, Limited.

Union Water Boat Company.

Hongkong Fire Insurance Co., Ltd.

Hongkong and Kowloon Wharf and Godown Company.

Central Stories Limited, Shanghai.

Burglary in Hongkong.

Burial of the Emperor Kwang Hsu.

Far Eastern Telegrams.

Misfortune to the "Kutsang."

Commercial.

Shipping:

Extra copies 30 cents each, Cash.

Copies can be posted from the Office addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance: postage \$2.

Hongkong, 15th March, 1909. [438]

NEW ADVERTISEMENTS

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"CALEDONIEN,"

Captain Bruno, will be despatched for the above Ports TO-DAY, the 16th inst., at NOON.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Agent.

Hongkong, 16th March, 1909. [2]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR,"

Captain S. H. Benson, will be despatched for the above Ports on FRIDAY, the 19th inst., at 2 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 15th March, 1909. [477]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 15th March, 1909. [477]

S. "CALEDONIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Corduan" and "Medoc" from Havre ex s.s. "Medoc" from Bordeaux ex s.s. "Ville de Dunkerque" in connection with above. Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

No Fire Insurance will be forwarded on unless intimation is received from the Consignees before requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 22nd inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 15th March, 1909. [2]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the above Company will be held at the Offices of the General Agents, King's Building, on FRIDAY, the 19th March, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

Hongkong, 3rd March, 1909. [400]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the above Company will be held at the Offices of the General Agents, King's Building, on FRIDAY, the 19th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

Hongkong, 3rd March, 1909. [401]

AUCTION

PUBLIC AUCTION.

THE UNDER-MENTIONED VALUABLE LEASEHOLD PROPERTY will, by Order of the Mortgagor, be offered for Sale by Mr. GEO. P. LAMBERT, Auctioneer, at his Sales Rooms, Duddell Street, Victoria, Hongkong, TO-MORROW (WEDNESDAY), the 17th March, 1909, at 12 o'clock NOON. Each Lot subject to a reserved price.

Lot 1. MARINE LOT 6A, with No. 19, Jervois Street thereon. Area 1023 Square feet. Term 99 years from 14th February, 1887.

Lot 2. KOWLOON INLAND LOT 430, with No. 137, Station Street North, Mongkok-tai, thereon. Area 1150 Square feet. Term 75 years from 20th February, 1888.

Lot 3. KOWLOON INLAND LOT 431, with No. 135, Station Street North, Mongkok-tai, thereon. Area 1150 Square feet. Term 75 years from 20th February, 1888.

Lot 4. KOWLOON INLAND LOT 432, with No. 133, Station Street North, Mongkok-tai, thereon. Area 1150 Square feet. Term 75 years from 20th February, 1888.

For further particulars and Conditions of Sale apply to the AUCTIONEER or to MR. H. C. HOLMES, Solicitor for the Vendor, 54, Queen's Road Central, Hongkong.

Hongkong, 8th March, 1909. [438]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-THIRD YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB, will be held in the Club House, TO-DAY (TUESDAY), the 16th March, 1909, at 5.15 P.M.

By Order, JAMES CRAIK,
Secretary.

Hongkong, 3rd March, 1909. [408]

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the HONGKONG CLUB, Payable on WEDNESDAY, the 31st March, 1909, will be held at the Hongkong Club House at 11 o'clock A.M. on FRIDAY, the 19th March, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK,
Secretary.

Hongkong, 10th March, 1909. [446]

SANITARY BOARD OFFICE.

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all cubicle partitions, stair casings and stairs, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandas.

The back yard must have its containing walls lime-washed up to the level of the first floor.

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NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND NEW YORK.

THE Steamship

"SLOEMPFONTEIN."

Captain Lütuloh, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on WEDNESDAY, the 17th inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOME & CO., Agents.

Hongkong, 11th March, 1909. [454]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company Godowns at Kowloon where each consignment will be sorted out. Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th March, 1909. [1]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

All claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 12th March, 1909. [5]

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA."

Captain Deinast, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any cargo impeding her discharge will be landed at consignees' risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 13th March, 1909. [467]

EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 20th inst., at 9.30 A.M.

All claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,

Agents.

Hongkong, 13th March, 1909. [6]

LONDON: AN IMPRESSION.

(By a Correspondent to the "Times.")

In one respect, London is too much the same. The dreadful poverty of so much of the town has not been ameliorated. Now, as when I know it before, the misery of the East End and other districts like it is terrifying, dehumanizing to the senses. There is only one difference, it is better concealed. One can travel from Kensington to the Bank and see only the surface of things—the fair side. The pitiful transactions and alarms of two million human beings are hidden. But the misery is not far to seek, and seems, if anything, more acute than formerly. One day the Empire will have to pay for it all; when it is these people who, when they are "assisted" to Canada Australia New Zealand, helpless, stunted, hopeless—make the name of England a byword.

And is there any quicker sense of guilt, than the sense of responsibility, on the part of those who should feel responsible, guilty? In one of the daily newspapers I read on Christmas Day, "Every one Happy." It was in a headline over an article dealing with Christmas Chaplets.

These self-hypnotism, and, if the more fortunate here do not realize it, the Colonies are in a position to enlighten them.

SIR H. VON HERKOMER ON SIGHT AND SEEING.

Sir Hubert von Herkomer, R.A., delivered a lecture recently at the Royal Institution on the subject, "Sight and Seeing."

The Lecturer said that nothing was more easily deceived than the eye, unless it were the ear. Defective seeing was due, however, not to an optical instrument, but rather to a faulty adjustment of the brain, where the telegraphic messages of the eye were easily muddled. The statement that no two people saw alike did not mean that no two eyes were alike; if they said that no two brains were alike they got nearer the meaning of the statement. If 20 people saw a street accident they would probably give 20 different descriptions of it, because the elements of memory, imagination, excitability, of temperament, the power of description, natural accuracy or inaccuracy, and perhaps the love of approbation, each tried to enforce its own interpretation on the message from the normal eye. Broadly speaking, all our senses were untrustworthy; all were likely to mislead. Imagination arose from the power of making a mental image yet there were few, if any, actions that had not been preceded by a mental image. Mental images could be divided into the voluntary, as when the mind conjured up a scene; the involuntary or unsolicited, as when a thought, a scene, or an idea came to the mind, an hallucination, or an unsolicited image, which was not the action of a healthy brain. The borderline between the unsolicited image of the healthy brain and that of a diseased brain was very fine. Illusory phantasms might haunt the same as well as the insane, but the former knew they were illusory; the latter did not. As an instance of mental model-seeing, he stated that his portrait of Richard Wagner was painted without a sitting, a photograph, or a note. He was continually with the great musician for a period of about a month, but failed to get a sitting, and then in a state of excitement and nerve irritation he painted the portrait in two days with nothing but memory to rely on. Wagner declared it was witchcraft, and embraced him on seeing the portrait. A little more of that sort of portrait painting was likely to have upset his mental balance.

After referring to the hallucinations of men like Cowper, Souther, Shelley, Byron, and Lamb, he said that genius that could not control itself came pretty near to the insane side of the border line, which, after all, was only want of self-control. Husley's definition of genius was "a natural capacity of any kind above the average mental level"; and that was perhaps nearer the mark than other definitions. It was natural to assume that a human brain, of which the capacity was abnormally developed in one direction, should show loss of power in other directions. There was a strange wanting, a twist, in Turner's brain, for no wholly sane person ever penned such nonsense as he wrote; and yet Turner was the greatest landscape painter the world ever knew. The X-rays in photography would, perhaps, be able to show future generations changes in the surface of the brain during the act of thought. A figure in history which came pretty near the superhuman brain capacity was that of Joan of Arc. It was one thing to get a boy to see in a few seconds the answer to a problem which would take a mathematician hours to solve; it was quite another thing to get a brain like that of Joan of Arc, which baffled all analysis, which was abnormal in its capacity throughout. There were men who painted pictures, but who could not be accused of being artists. There were artists who were painters *per se*, and there were painters who were more designers than painters. Millais, for instance, could do nothing without nature; Gilbert could do nothing with it. Yet if Millais and Gilbert could have been rolled into one person the result would have been the production of the greatest painter of all time. Millais and Gilbert had one thing in common—a healthy brain.

And then, too, the beauty of London is so change, so elusive, so much more delightful when it is realized that the ordered symmetry of Berlin, the arranged attractiveness of Paris. In places where one least expects to find it there is beauty; one passes through some dark court, and, against the "wistful sky," there is an old church which only Morgan could have drawn; one gets to the end of a row of tawdry tenements, and discovers the low, lingering lights of a Whistler or a Hokusai. And there is splendid beauty, too, in this London—always, as old Asperius Medevius says, "honourably built"—is becoming rich, I do not believe that there is anything in Europe are America finer than the Victoria Memorial, and the Embankment has become a street of palaces. I deny that London has really changed; but it has certainly become more splendid. And it does not seem that the splendour has been bought too dear. After all, it is a surprisingly small number of historic places that have been destroyed. Crosby Hall might have been preserved on its old site, but the County Council seems, all things considered, to have been very tender with the memories, that it does not make a city's beauty, that a city's charm.

It may sound like a paradox, but it is true that in a place as rich in old things as London and all England, for that matter—the new ancient buildings being continually provided for the decoration of the public more than make up for the few that the toll of Time demands. To make my meaning clear: When I left London I had never heard of 17, Fleet-street. It is one of the finest pieces of the architecture of the early 17th Century in existence, but for generations the front had been obscured by a hideous screen of glass and wood, while the interior was similarly abused. Now the County Council has reverently and excellently restored the building to its original condition, and the public is the wealthier for a beautiful specimen of old English art. In old buildings like this, awaiting discovery and investigation, England is a great mine which could hardly be exhausted in a couple of hundred years.

In its depth what treasures!" wrote Shelley to Maria Gisborne, and the renaissance of the arts and the love of beauty which Shelley did not live to see have meant a re-birth of many things that were hidden. At first, and for a long while, the restorer was a vandal, but now his work is done with real reverence. All over

the country this renaissance is going on. A couple of days ago I was in a Tudor house which is perfect of its kind—nothing destroyed.

Delivery Orders will then be granted in exchange for Bills of Lading against which Consignees are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 12th March, 1909. [8]

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

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Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

[24]

ALLEGATIONS AGAINST MISSIONARIES IN KOREA.

CORRESPONDENCE BETWEEN THE U.S. AMBASSADOR AND PRINCE ITO.

The following correspondence has been sent to the newspapers in Japan for publication by the U.S. Embassy in Tokyo:—

(Copy).

American Embassy, Tokyo.

February 26th, 1909.

My Dear Prince Ito:—

On the 16th instant Mr. Song, Korean Minister for Home Affairs, submitted to an interview for the *Asahi Shimbun* touching the present conditions in his country. The interview concluded as follows:—

"The most serious question now before us relates to the native Christians, numbering about 350,000, whose affiliations are of a questionable nature. They are united in the common object of opposing the present Administration and resort to underhand methods. I am going to adopt drastic steps and annihilate them as soon as they take up arms insurrection. Of course they are backed in a group of American missionaries. It is likely that this will become one of the most important questions in Korea."

I have noticed that His Excellency has made any correction in respect to the accuracy of the published statement, and since the matter has been published throughout the United States a large number of estimable people, apart from the missionaries residing in Korea, are deeply concerned.

From your well understood opinions and expressions in respect to the native Christians, as well as the missionaries, in Korea, I am confident that you do not share His Excellency's views, but as your attitude has not been given the publicity of the interview, I venture to call your attention to the matter, in the hope that your opinions may be given such expression as the situation suggest.

I beg to remain, my dear Prince,

Your Obedient Servant,

(Sgd.) THOMAS J. O'BRIEN.

His Highness Prince Ito.

[Transcript.]

Tokyo, February 27th, 1909.

My Dear Mr. Ambassador:—

I am pleased to acknowledge the receipt of Your Excellency's note dated the 26th instant relating to the interview of Mr. Song, Korean Minister for Home Affairs, which was published in the *Asahi Shimbun* of the 16th instant. Minister Song has not yet mastered the Japanese language, and is therefore unable to express himself satisfactorily in that language. The published interview ascribed to him contains not a few points which were misunderstood by Press reporters. Nothing, however, has so far been done with the interview, since it was published in a number of newspapers, and it is almost impossible to make any correction. If Minister Song made any such remarks regarding the American missionaries in Korea as he is represented by the *Asahi Shimbun* to have made, I am of opinion that such misrepresentation of the real facts would indicate the Minister's ignorance of the conditions existing in his own country.

During the Korean Emperor's recent trip to the northern and southern parts of Korea, I met a number of missionaries at Pyongyang, where many of them reside, and had an opportunity to ascertain that they not only take no steps whatever in opposition to the administration of the Korean Government, but that they are in sympathy with the new régime inaugurated after the establishment of the Residency-General and are endeavouring to interpret to the Korean people the true purpose of that régime. I am personally acquainted with many American missionaries stationed in Seoul, with whose conduct and views I am fully familiar. The fact that they are in sympathy with the new régime in Korea which is under the guidance of the Residency-General, and that, in co-operation with the Residency-General, they are endeavouring to enlighten the Korean people, does not, I trust, require any special confirmation. Not only is the attitude of the American missionaries in Korea what I have just represented, but I have all along been recommending to the Korean Government a policy of nonrestricting the freedom of religious belief. I may also state that the Christians in Korea will continue to receive equal treatment with other subjects and to be dealt with on, in case of a violation of the laws of the country. Should the Korean Government undertake any policy differing from the foregoing principle, I, who am in a position to supervise that Government, will certainly not approve of it. I, however, presume that Your Excellency will appreciate

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 19th March	Freight and Passage.
SHANGHAI	MACEDONIA	20th March	See Special Advertisement.
LONDON VIA USUAL PORTS	CAPT. C. D. BENNETT, R.N.E.	March	
LONDON and ANTWERP	VIA SINGAPORE, PENANG, COLOMBO PORT	24th March	Freight and Passage.
SHANGHAI, MOJI, KOBE & NUBIA	CAPT. F. J. FOX	27th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th March, 1909.

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CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 16th March, 3 P.M.
SHANGHAI	"IOCHANG"	On 17th March, 4 P.M.
NEWCHANG	"KWEIYANG"	On 18th March, 4 P.M.
SHANGHAI	"LINAN"	On 18th March, 4 P.M.
HAIFOO and TIENTSIN	"SINGAN"	On 19th March, 10 A.M.
SHANGHAI	"HUICHOW"	On 20th March, 4 P.M.
CEBU and ILOILO	"ANHUI"	On 21st March, 4 P.M.
MANILA	"KAIKONG"	On 21st March, 4 P.M.
MANILA, ZAMBOANGA	"TEAN"	On 23rd March, 3 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, &c.	"CHANGSHA"	On 8th April, 4 P.M.
NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH		with Transhipment for TASMANIA.
AUSTRALIAN STEAMERS		have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.
SHANGHAI LINE		SCHEDULE STEAMERS leaving every Thursday and Sunday.
REDUCED FARES		Cargo booked through for all Australian, New Zealand and Tasmania Ports.
MANILA STEAMERS & TIENTSIN STEAMERS		have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
SHANGHAI LINE		SCHEDULE STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$20 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage apply to—		Telephone 36.
BUTTERFIELD & SWIRE, AGENTS		11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HOONGSANG"	Wednesday, 17th March, Noon.
MANILA	"LOONGSANG"	Friday, 19th March, 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 20th March, Noon.
SH'AI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 23rd March, Noon.
MANILA	"YUENSANG"	Friday, 26th March, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 16th March, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S. S.S.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	Wednesday, 17th March, 10 A.M.
— & AMOY	Capt. IUCHI	10 A.M.
TAMSWI VIA SWATOW	"DALJIN MARU"	SUNDAY, 21st March, 10 A.M.
— & AMOY	Capt. Y. KABUREKI	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unravelled Table.

† Taking cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong, 9th March, 1909.

T. ARIMA, Manager. 13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOOCHOW.	TUESDAY, 16th March, at Noon.
"HALMUN,"	SWATOW	WEDNESDAY, 17th March, at Noon.
"HAICHING,"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 19th March, at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 16th March, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 20th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 8th March, 1909.

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EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"CATHAY"	About 20th March.
SHANGHAI, YOKOHAMA and KOBE	"TEANQUEBAR"	About Mid. of March

For Further Particulars apply to

MELCHERS & CO., AGENTS.

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NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO'S. NEWLY BUILT 900 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU (Capt. W. THOMPSON) — About Wed. 7th April.

MIYASAKI MARU (Capt. W. BAINBRIDGE) — About Wed. 5th May.

KITANO MARU (Capt. —) — About Wed. 2nd June.

HIRANO MARU (Capt. H. FRASER) — About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1909.

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NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and PORT SAID	TAMBA MARU	6134	WED'DAY, 17th March, at Daylight
PORE, SINGAPORE, COLOMBO, and PORT SAID	INABA MARU	6189	WED'DAY, 31st March, at Daylight
SEATTLE, & SHANGHAI	S. TOSA MARU	5827	TUESDAY, 16th March, at Noon.
MOJI, YOKOAKA, & YOKOHAMA	S. SHINANO MARU	6338	TUESDAY, 30th March, at Noon.
SYDNEY and MELBOURNE	NIKKO MARU	5539	FRIDAY, 19th March, at Noon.
ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	5076	FRIDAY, 16th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	5076	WED'DAY, 17th March, at Noon.
BOMBAY via SINGAPORE	YOSHIBO SHI MARU	3798	THURSDAY, 18th March, at Noon.
SHANGHAI, MOJI and KOBE	YETOBORU MARU	3949	FRIDAY, 19th March, at Noon.
KOBE and YOKOHAMA	KANAGAWA MARU	6169	SATURDAY, 20th March, at Daylight

* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

